

EARLY CALIFORNIA SHIPS.

Commerce Grew in Pioneer Days of the Golden State.

The first European vessel to enter the port of San Francisco of which there is any record was the Eagle, in 1816, commanded by Captain William Davis. She sailed from Boston via the Sandwich Islands and Alaska. She carried an assortment of goods which were a revelation to the natives, and their garments of skins and hides were substituted by the clothing of civilization. Payments were made in hides, tallow, soap and fish. The Eagle then became engaged in the sea otter trade and was very successful, as otters were plentiful in San Francisco bay and all along the coast. She made three trips, netting about \$25,000 on each trip. This stimulated others, and this discovery no doubt gave an impetus to commerce which made this port known to the world.

Commerce in those days of manna was carried on in what might be termed a "free and easy" manner. On many articles the duty was 100 per cent, which practically amounted to confiscation or made smuggling necessary in self defense. The Mexican officials generally opened the door. Frequently vessels were permitted to pass Monterey, the port of entry, going to Yerba Buena and, after selling as much of the cargo as possible, to return to Monterey for entry and disposal of the remainder.

The shippers were not sworn as to the value of the cargo. They gave fictitious invoices and by this means would get off on the payment of \$5,000 on a \$20,000 cargo.

It became so customary to swindle the government as scarcely to excite comment, except in cases where goods were concealed in false linings of the vessels, and the government officials were outwitted.

URIC ACID IN THE SYSTEM.

A Medical Opinion on This Foe to Health and Life.

Haig holds that the man of average weight elaborates twelve grains of uric acid in twenty-four hours, and woe be to him if he does not excrete the full amount with due celerity. A little retained uric acid will give rise to headache, lethargy and mental depression. A greater retention will give rise to arthritis, lumbago and sciatica. The uric acid miser will end his days through bronchitis, Bright's disease, apoplexy, diabetes or cancer. Man cannot avoid his fate and cease being a uric acid producer. He can avoid, to some degree, swallowing the wretched stuff. What he cannot avoid swallowing he can, with care, excrete. If he had been wise and had continued to live where he belongs, near the water, and had fed on fruit and nuts, he might have been well. But, having wandered from the tropics, he must be wise or perish. Here are the rules that one must follow to be healthy and live long: First, swallow no uric acid and pass out each day regularly and actually all that is formed in the body. Second, excretion of uric acid may be obtained by clothing warmly, avoiding exposure to cold in every way (the morning cold tub is an especial abomination), by eating freely of potatoes (especially in cold weather) and by avoiding fruits. Bicarbonate of sodium, night and morning, for people who live in a climate similar to London's is a fine habit. In addition to all this, it is also advisable to secure the proper distribution of time between bodily and mental exertion and to dispense with dependence on tonics, stimulants and bracing climates."—New York Medical Journal.

Water Thieves.

Water thieves are not unique. Their prototypes existed at least as long ago as 1473. At that time a Londoner wrote: "This yere a wax chandler in Flete streete had bi craft perced a pipe of the condit withinne the grounde, and so conveyed the water into his selar; wherefor he was jugid to ride through the Citee with a condit upon his backe." There were other difficulties too. A century later (1574) it is reported that owing to a sudden shower of rain the water in the Dowgate channel had such a swift course that a lad, running to have leapt over it, was taken by the feet and borne down with the violence of that narrow stream till he came against a cart wheel that stood in the water gate, before which time he was drowned and stark dead."

The Sun's Corona.

Thus far we know the corona of the sun to be a sort of outer envelope, so holding us from the intense solar light and heat that it may be said without exaggerating that the sun has never really been studied comprehensively. Within the corona is an ocean of gas 5,000 miles deep, stained a ruby red by the crimson blaze of hydrogen. Waves of flame leap from this roddy mass often to a height of a hundred thousand miles and more.

An Artist's Mistake.

Danton, the celebrated caricaturist, had a wonderful power of modeling from memory. After one long look at his subject he could go to his studio and make a bust quite perfect in its resemblance. One day a young man came to him, saying that his sister was ill and about to die and that, although the family wished her bust modeled, they dared not excite her by mentioning it. Would he undertake to reproduce her features after seeing her once? Danton agreed, and next day the brother informed his sister that he intended to present her with some jewels and that a young man would bring some specimens for her approval. Danton brought in the jewels and, going home, modeled a bust of striking resemblance. Next year an old gentleman, the father of the young woman, came to order a bust of the brother, who also had died. This, too, was a marvelous success. The result of such planning, however, was not always as satisfactory to his patrons as in these cases. A gentleman who could not persuade his wife to sit asked Danton to enter a certain omnibus one day and fix in his memory the features of the lady opposite him. He did so, modeled a beautiful bust and sent it home. It proved, however, to be not the mistress, but the maid, who had also taken the trip in the omnibus.

Strength of Insects and Animals.

A series of experiments made to test the jaw force and pulling and lifting strength of various kinds of insects gives some curious points for study. It has been found that a cockchafer can draw fourteen times his own weight and the common honeybee thirty times. From this it may be argued that, weight for weight, each of the above named insects is twenty-one and thirty times respectively stronger than the horse, whose strength, as a rule, is taxed to its utmost in drawing its own weight as a "dead load." A scientist once experimented with a small hard shelled beetle by putting him under a common table tumbler. The little creature, not more than one-third of an inch in length, was able to move the glass in any direction. After the experiment had been satisfactorily made both the tumbler and the bug were weighed, whereupon it was found that the little Hercules had lifted 900 times its own weight! He did not carry the weight, of course, but caused it to make some lively motions.

Fly Wheel Insurance.

Fly wheel insurance is almost pure mathematics. When a wheel is revolved at a high enough speed the centrifugal force exceeds the centripetal and the wheel flies apart. Solid cast iron explodes when the speed at the rim is roughly three miles a minute. A thick rim explodes just as easily as a thin one of the same material. Wood explodes at a greater speed, jointed iron at a less. The underwriter allows a rim speed of a mile a minute, one-third the explosion rate, as a safe limit for solid iron wheels. This permits a two foot pulley wheel sixteen revolutions a second, while it keeps a sixteen foot fly wheel down to two. A jointed wheel is allowed still less. The underwriter has only to name the number of revolutions he authorizes and to proportion his premium to the size of the wheel. The larger the wheel, of course, the more destructive its explosion.—Leslie's Magazine.

A Meerschaum Mine.

"Meerschaum is mined like coal," said a pipe dealer. "It is a soft, soap-like stone, and in Asia Minor its mining is an important industry. The crude meerschaum is called hamash. It is yellowish white in color and a red clay coat or skin envelops it. The blocks cost from \$25 to \$200 a cart load. They are soft enough to cut with a knife. These blocks in summer are dried by exposure to the sun. In winter a heated room is necessary. Finally the meerschaum blocks are sorted into twelve grades, wrapped in cotton and packed in cases with the greatest care. The bulk of all this meerschaum goes to Vienna. There the best pipe makers in the world live."—Philadelphia Bulletin.

Lamb's Quaint Humor.

Charles Lamb once said that he hated a certain man. "Do you know him?" Lamb was asked. "No," he answered. "Let me introduce you to him," said Lamb's friend. "No," responded Lamb humorously. "For if I shall know him I am sure I shall stop hating him."—Philadelphia North American.

A Card.

This is to certify that all druggists are authorized to refund your money if Foley's Honey and Tar fails to cure your cough or cold. It stops the cough, breaks the lungs and prevents serious results from a cold. Cures the grippe cough and prevents pneumonia and consumption. Contains no opium. The genuine is in a yellow package. Refuse substitutes. — J. W. McCollum & Co.

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\$54.10 Saratoga Springs, N. Y., and return. On sale daily. Limit October 31, 1905.

\$37.00 Washington, D. C., and return. On sale daily. Limit October 31, 1905.

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\$44.05 Chicago, Ill., and return. On sale daily. Limit October 31, 1905.

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Local Time Card No. 62.

Corrected to Sept. 7, 1905.

SOUTH-BOUND—LEAVE DAILY

NO. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

No. 62	No. 20	No. 20	STATIONS	No. 10	No. 20	No. 20
Daily	Daily	Daily		Daily	Daily	Daily
6:00 p.	9:45 a.	10:00 a.	Jacksonville	1:00 p.	1:00 p.	1:00 p.
6:15 p.	10:00 a.	10:15 a.	St. Augustine	1:15 p.	1:15 p.	1:15 p.
6:30 p.	10:15 a.	10:30 a.	Orlando	1:30 p.	1:30 p.	1:30 p.
6:45 p.	10:30 a.	10:45 a.	Titusville	1:45 p.	1:45 p.	1:45 p.
7:00 p.	10:45 a.	11:00 a.	Fort Pierce	2:00 p.	2:00 p.	2:00 p.
7:15 p.	11:00 a.	11:15 a.	Palmdale	2:15 p.	2:15 p.	2:15 p.
7:30 p.	11:15 a.	11:30 a.	San Diego	2:30 p.	2:30 p.	2:30 p.
7:45 p.	11:30 a.	11:45 a.	San Antonio	2:45 p.	2:45 p.	2:45 p.
8:00 p.	11:45 a.	12:00 p.	El Paso	3:00 p.	3:00 p.	3:00 p.
8:15 p.	12:00 p.	12:15 p.	Chicago	3:15 p.	3:15 p.	3:15 p.
8:30 p.	12:15 p.	12:30 p.	St. Louis	3:30 p.	3:30 p.	3:30 p.
8:45 p.	12:30 p.	12:45 p.	St. Paul	3:45 p.	3:45 p.	3:45 p.
9:00 p.	12:45 p.	1:00 p.	Portland	4:00 p.	4:00 p.	4:00 p.
9:15 p.	1:00 p.	1:15 p.	Seattle	4:15 p.	4:15 p.	4:15 p.
9:30 p.	1:15 p.	1:30 p.	San Francisco	4:30 p.	4:30 p.	4:30 p.
9:45 p.	1:30 p.	1:45 p.	Los Angeles	4:45 p.	4:45 p.	4:45 p.
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11:00 p.	2:45 p.	3:00 p.	San Diego	6:00 p.	6:00 p.	6:00 p.
11:15 p.	3:00 p.	3:15 p.	San Antonio	6:15 p.	6:15 p.	6:15 p.
11:30 p.	3:15 p.	3:30 p.	El Paso	6:30 p.	6:30 p.	6:30 p.
11:45 p.	3:30 p.	3:45 p.	Chicago	6:45 p.	6:45 p.	6:45 p.
12:00 p.	3:45 p.	4:00 p.	St. Louis	7:00 p.	7:00 p.	7:00 p.
12:15 p.	4:00 p.	4:15 p.	St. Paul	7:15 p.	7:15 p.	7:15 p.
12:30 p.	4:15 p.	4:30 p.	Portland	7:30 p.	7:30 p.	7:30 p.
12:45 p.	4:30 p.	4:45 p.	Seattle	7:45 p.	7:45 p.	7:45 p.
1:00 p.	4:45 p.	5:00 p.	San Francisco	8:00 p.	8:00 p.	8:00 p.
1:15 p.	5:00 p.	5:15 p.	Los Angeles	8:15 p.	8:15 p.	8:15 p.
1:30 p.	5:15 p.	5:30 p.	San Diego	8:30 p.	8:30 p.	8:30 p.
1:45 p.	5:30 p.	5:45 p.	San Antonio	8:45 p.	8:45 p.	8:45 p.
2:00 p.	5:45 p.	6:00 p.	El Paso	9:00 p.	9:00 p.	9:00 p.
2:15 p.	6:00 p.	6:15 p.	Chicago	9:15 p.	9:15 p.	9:15 p.
2:30 p.	6:15 p.	6:30 p.	St. Louis	9:30 p.	9:30 p.	9:30 p.
2:45 p.	6:30 p.	6:45 p.	St. Paul	9:45 p.	9:45 p.	9:45 p.
3:00 p.	6:45 p.	7:00 p.	Portland	10:00 p.	10:00 p.	10:00 p.
3:15 p.	7:00 p.	7:15 p.	Seattle	10:15 p.	10:15 p.	10:15 p.
3:30 p.	7:15 p.	7:30 p.	San Francisco	10:30 p.	10:30 p.	10:30 p.
3:45 p.	7:30 p.	7:45 p.	Los Angeles	10:45 p.	10:45 p.	10:45 p.
4:00 p.	7:45 p.	8:00 p.	San Diego	11:00 p.	11:00 p.	11:00 p.
4:15 p.	8:00 p.	8:15 p.	San Antonio	11:15 p.	11:15 p.	11:15 p.
4:30 p.	8:15 p.	8:30 p.	El Paso	11:30 p.	11:30 p.	11:30 p.
4:45 p.	8:30 p.	8:45 p.	Chicago	11:45 p.	11:45 p.	11:45 p.
5:00 p.	8:45 p.	9:00 p.	St. Louis	12:00 p.	12:00 p.	12:00 p.
5:15 p.	9:00 p.	9:15 p.	St. Paul	12:15 p.	12:15 p.	12:15 p.
5:30 p.	9:15 p.	9:30 p.	Portland	12:30 p.	12:30 p.	12:30 p.
5:45 p.	9:30 p.	9:45 p.	Seattle	12:45 p.	12:45 p.	12:45 p.
6:00 p.	9:45 p.	10:00 p.	San Francisco	1:00 p.	1:00 p.	1:00 p.
6:15 p.	10:00 p.	10:15 p.	Los Angeles	1:15 p.	1:15 p.	1:15 p.
6:30 p.	10:15 p.	10:30 p.	San Diego	1:30 p.	1:30 p.	1:30 p.
6:45 p.	10:30 p.	10:45 p.	San Antonio	1:45 p.	1:45 p.	1:45 p.
7:00 p.	10:45 p.	11:00 p.	El Paso	2:00 p.	2:00 p.	2:00 p.
7:15 p.	11:00 p.	11:15 p.	Chicago	2:15 p.	2:15 p.	2:15 p.
7:30 p.	11:15 p.	11:30 p.	St. Louis	2:30 p.	2:30 p.	2:30 p.
7:45 p.	11:30 p.	11:45 p.	St. Paul	2:45 p.	2:45 p.	2:45 p.
8:00 p.	11:45 p.	12:00 p.	Portland	3:00 p.	3:00 p.	3:00 p.
8:15 p.	12:00 p.	12:15 p.	Seattle	3:15 p.	3:15 p.	3:15 p.
8:30 p.	12:15 p.	12:30 p.	San Francisco	3:30 p.	3:30 p.	3:30 p.
8:45 p.	12:30 p.	12:45 p.	Los Angeles	3:45 p.	3:45 p.	3:45 p.
9:00 p.	12:45 p.	1:00 p.	San Diego	4:00 p.	4:00 p.	4:00 p.
9:15 p.	1:00 p.	1:15 p.	San Antonio	4:15 p.	4:15 p.	4:15 p.
9:30 p.	1:15 p.	1:30 p.	El Paso	4:30 p.	4:30 p.	4:30 p.
9:45 p.	1:30 p.	1:45 p.	Chicago	4:45 p.	4:45 p.	4:45 p.
10:00 p.	1:45 p.	2:00 p.	St. Louis	5:00 p.	5:00 p.	5:00 p.
10:15 p.	2:00 p.	2:15 p.	St. Paul	5:15 p.	5:15 p.	5:15 p.
10:30 p.	2:15 p.	2:30 p.	Portland	5:30 p.	5:30 p.	5:30 p.
10:45 p.	2:30 p.	2:45 p.	Seattle	5:45 p.	5:45 p.	5:45 p.
11:00 p.	2:45 p.	3:00 p.	San Francisco	6:00 p.	6:00 p.	6:00 p.
11:15 p.	3:00 p.	3:15 p.	Los Angeles	6:15 p.	6:15 p.	6:15 p.
11:30 p.	3:15 p.	3:30 p.	San Diego	6:30 p.	6:30 p.	6:30 p.
11:45 p.	3:30 p.	3:45 p.	San Antonio	6:45 p.	6:45 p.	6:45 p.
12:00 p.	3:45 p.	4:00 p.	El Paso	7:00 p.	7:00 p.	7:00 p.
12:15 p.	4:00 p.	4:15 p.	Chicago			